

## APPENDIX B: TRAFFIC NOISE DATA TABLES

**Existing: Existing + P**  
Intersection Number

| Intersection Number | Peak Hour |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
| 1                   | 0         | 10        | 0          | 10         |
| 2                   | 15        | 0         | 30         | 15         |
| 3                   | 0         | 60        | 30         | 30         |
| 4                   | 40        | 0         | 15         | 25         |

| Intersection Number | Max       |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
|                     | 0.0%      | 0.1%      | 0.0%       | 0.2%       |
|                     | 0.2%      | 0.0%      | 0.2%       | 0.1%       |
|                     | N/A       | 5.2%      | 0.2%       | 0.2%       |
|                     | 0.9%      | 0.0%      | 0.1%       | 0.1%       |

**Background: Background + P**  
Intersection Number

| Intersection Number | Peak Hour |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
| 1                   | 0         | 10        | 0          | 10         |
| 2                   | 15        | 0         | 30         | 15         |
| 3                   | 0         | 60        | 30         | 30         |
| 4                   | 40        | 0         | 15         | 25         |

| Intersection Number | Max       |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
|                     | 0.0%      | 0.1%      | 0.0%       | 0.1%       |
|                     | 0.2%      | 0.0%      | 0.2%       | 0.1%       |
|                     | N/A       | 4.8%      | 0.2%       | 0.2%       |
|                     | 0.9%      | 0.0%      | 0.1%       | 0.1%       |

**Background: Background + 2P**  
Intersection Number

| Intersection Number | Peak Hour |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
| 1                   | 0         | 20        | 0          | 20         |
| 2                   | 25        | 80        | 70         | 45         |
| 3                   | 0         | 60        | 65         | 65         |
| 4                   | 40        | 0         | 40         | 50         |

| Intersection Number | Max       |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
|                     | 0.0%      | 0.2%      | 0.0%       | 0.3%       |
|                     | 0.3%      | 1.8%      | 0.4%       | 0.3%       |
|                     | N/A       | 4.8%      | 0.4%       | 0.4%       |
|                     | 0.9%      | 0.0%      | 0.2%       | 0.2%       |

**Existing Volumes - AM**

| Intersection Number | Peak Hour |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
| 1                   | 352       | 980       | 409        | 677        |
| 2                   | 958       | 459       | 1636       | 1471       |
| 3                   | 0         | 117       | 1679       | 1710       |
| 4                   | 470       | 229       | 2248       | 2153       |

**Existing Volumes - PM**

| Intersection Number | Peak Hour |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
| 1                   | 373       | 747       | 335        | 627        |
| 2                   | 750       | 374       | 1592       | 1322       |
| 3                   | 0         | 113       | 1651       | 1646       |
| 4                   | 448       | 263       | 2439       | 2346       |

**Existing Volumes - ADT**

| Intersection Number | Peak Hour |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
| 1                   | 3,625     | 8,635     | 3,720      | 6,520      |
| 2                   | 8,540     | 4,165     | 16,140     | 13,965     |
| 3                   | -         | 1,150     | 16,650     | 16,780     |
| 4                   | 4,590     | 2,460     | 23,435     | 22,495     |

**Background Volumes - AM**

| Intersection Number | Peak Hour |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
| 1                   | 359       | 1020      | 412        | 721        |
| 2                   | 1000      | 485       | 1685       | 1486       |
| 3                   | 0         | 127       | 1723       | 1744       |
| 4                   | 479       | 229       | 2267       | 2181       |

**Background Volumes - PM**

| Intersection Number | Peak Hour |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
| 1                   | 383       | 787       | 340        | 668        |
| 2                   | 792       | 398       | 1653       | 1341       |
| 3                   | 0         | 125       | 1718       | 1701       |
| 4                   | 459       | 263       | 2457       | 2375       |

**Background Volumes - ADT**

| Intersection Number | Peak Hour |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
| 1                   | 3,710     | 9,035     | 3,760      | 6,945      |
| 2                   | 8,960     | 4,415     | 16,690     | 14,135     |
| 3                   | -         | 1,260     | 17,205     | 17,225     |
| 4                   | 4,690     | 2,460     | 23,620     | 22,780     |

**Existing + Project Volumes AM**

| Intersection Number | Peak Hour |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
| 1                   | 352       | 981       | 409        | 678        |
| 2                   | 959       | 459       | 1638       | 1472       |
| 3                   | 0         | 123       | 1682       | 1713       |
| 4                   | 473       | 229       | 2249       | 2155       |

**Existing + Project Volumes PM**

| Intersection Number | Peak Hour |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
| 1                   | 373       | 748       | 335        | 628        |
| 2                   | 752       | 374       | 1596       | 1324       |
| 3                   | 0         | 119       | 1654       | 1649       |
| 4                   | 453       | 263       | 2441       | 2349       |

**Existing + Project Volumes ADT**

| Intersection Number | Peak Hour |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
| 1                   | 3,625     | 8,645     | 3,720      | 6,530      |
| 2                   | 8,555     | 4,165     | 16,170     | 13,980     |
| 3                   | -         | 1,210     | 16,680     | 16,810     |
| 4                   | 4,630     | 2,460     | 23,450     | 22,520     |

**Background + Project Volumes AM**

| Intersection Number | Peak Hour |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
| 1                   | 359       | 1021      | 412        | 722        |
| 2                   | 1001      | 485       | 1687       | 1487       |
| 3                   | 0         | 133       | 1726       | 1747       |
| 4                   | 482       | 229       | 2268       | 2183       |

**Background + Project Volumes PM**

| Intersection Number | Peak Hour |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
| 1                   | 383       | 788       | 340        | 669        |
| 2                   | 794       | 398       | 1657       | 1343       |
| 3                   | 0         | 131       | 1721       | 1704       |
| 4                   | 464       | 263       | 2459       | 2378       |

**Background + Project Volumes ADT**

| Intersection Number | Peak Hour |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
| 1                   | 3,710     | 9,045     | 3,760      | 6,955      |
| 2                   | 8,975     | 4,415     | 16,720     | 14,150     |
| 3                   | -         | 1,320     | 17,235     | 17,255     |
| 4                   | 4,730     | 2,460     | 23,635     | 22,805     |

**Background + 2Project Volume AM**

| Intersection Number | Peak Hour |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
| 1                   | 359       | 1022      | 412        | 723        |
| 2                   | 1002      | 493       | 1691       | 1490       |
| 3                   | 0         | 133       | 1730       | 1751       |
| 4                   | 482       | 229       | 2270       | 2185       |

**Background + 2Project Volume PM**

| Intersection Number | Peak Hour |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
| 1                   | 383       | 789       | 340        | 670        |
| 2                   | 795       | 406       | 1661       | 1346       |
| 3                   | 0         | 131       | 1724       | 1707       |
| 4                   | 464       | 263       | 2462       | 2381       |

**Background + 2Project Volume ADT**

| Intersection Number | Peak Hour |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
| 1                   | 3,710     | 9,055     | 3,760      | 6,965      |
| 2                   | 8,985     | 4,495     | 16,760     | 14,180     |
| 3                   | -         | 1,320     | 17,270     | 17,290     |
| 4                   | 4,730     | 2,460     | 23,660     | 22,830     |

**Project Only Volumes AM**

| Intersection Number | Peak Hour |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
| 1                   | 0         | 1         | 0          | 1          |
| 2                   | 1         | 0         | 2          | 1          |
| 3                   | 0         | 6         | 3          | 3          |
| 4                   | 3         | 0         | 1          | 2          |

**Project Only Volumes PM**

| Intersection Number | Peak Hour |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
| 1                   | 0         | 1         | 0          | 1          |
| 2                   | 2         | 0         | 4          | 2          |
| 3                   | 0         | 6         | 3          | 3          |
| 4                   | 5         | 0         | 2          | 3          |

**Background + 2Project Volume ADT**

| Intersection Number | Peak Hour |           |            |            |
|---------------------|-----------|-----------|------------|------------|
|                     | West Link | East Link | North Link | South Link |
| 1                   | -         | 10        | -          | 10         |
| 2                   | 15        | -         | 30         | 15         |
| 3                   | -         | 60        | 30         | 30         |
| 4                   | 40        | -         | 15         | 25         |

601 California Street

Condition #:

1 Existing

AM

|                           | 1                | 2                | 3                 | 4                 |
|---------------------------|------------------|------------------|-------------------|-------------------|
| INTERSECTION              |                  |                  |                   |                   |
| North Link                | Carolan Avenue   | California Drive | California Drive  | El Camino Real    |
| South Link                | Carolan Avenue   | California Drive | California Drive  | El Camino Real    |
| West Link                 | Oak Grove Avenue | Oak Grove Avenue | Floribunda Avenue | Floribunda Avenue |
| East Link                 | Oak Grove Avenue | Oak Grove Avenue | N/A               | Floribunda Avenue |
| TIME                      | AM               | AM               | AM                | AM                |
| Eastbound                 | Eastbound        | Eastbound        | Eastbound         | Eastbound         |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 11               | 124               | 0                 |
| TH                        |                  | 150              | 94                | 0                 |
| RT                        |                  | 7                | 94                | 0                 |
| <b>TOTAL</b>              |                  | <b>168</b>       | <b>312</b>        | <b>0</b>          |
| Westbound                 | Westbound        | Westbound        | Westbound         | Westbound         |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 307              | 22                | 22                |
| TH                        |                  | 148              | 248               | 0                 |
| RT                        |                  | 127              | 31                | 31                |
| <b>TOTAL</b>              |                  | <b>582</b>       | <b>301</b>        | <b>53</b>         |
| Southbound                | Southbound       | Southbound       | Southbound        | Southbound        |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 72               | 12                | 12                |
| TH                        |                  | 71               | 537               | 831               |
| RT                        |                  | 24               | 282               | 0                 |
| <b>TOTAL</b>              |                  | <b>167</b>       | <b>831</b>        | <b>843</b>        |
| Northbound                | Northbound       | Northbound       | Northbound        | Northbound        |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 12               | 116               | 0                 |
| TH                        |                  | 104              | 650               | 805               |
| RT                        |                  | 176              | 52                | 52                |
| <b>TOTAL</b>              |                  | <b>292</b>       | <b>818</b>        | <b>857</b>        |
| <b>WEST LINK (Total)</b>  |                  | <b>352</b>       | <b>958</b>        | <b>0</b>          |
| -WB (Leave)               |                  | 184              | 646               | 0                 |
| -EB (Approach)            |                  | 168              | 312               | 0                 |
| <b>EAST LINK (Total)</b>  |                  | <b>980</b>       | <b>459</b>        | <b>117</b>        |
| -EB (Leave)               |                  | 398              | 158               | 64                |
| -WB (Approach)            |                  | 582              | 301               | 53                |
| <b>NORTH LINK (Total)</b> |                  | <b>409</b>       | <b>1,636</b>      | <b>1,679</b>      |
| -NB (Leave)               |                  | 242              | 805               | 836               |
| -SB (Approach)            |                  | 167              | 831               | 843               |
| <b>SOUTH LINK (Total)</b> |                  | <b>677</b>       | <b>1,471</b>      | <b>1,710</b>      |
| -SB (Leave)               |                  | 385              | 653               | 853               |
| -NB (Approach)            |                  | 292              | 818               | 857               |

9  
8  
7  
17  
16  
15  
13  
12  
11  
5  
4  
3

|                           | 1     | 2     | 3     | 4     |
|---------------------------|-------|-------|-------|-------|
| 100% = Vehicle Percentage |       |       |       |       |
| Total Intersection Volume | 2,418 | 4,524 | 3,506 | 5,100 |

601 California Street

Condition #:

1 Existing

PM

|                           | 1                | 2                | 3                 | 4                 |
|---------------------------|------------------|------------------|-------------------|-------------------|
| INTERSECTION              |                  |                  |                   |                   |
| North Link                | Carolan Avenue   | California Drive | California Drive  | El Camino Real    |
| South Link                | Carolan Avenue   | California Drive | California Drive  | El Camino Real    |
| West Link                 | Oak Grove Avenue | Oak Grove Avenue | Floribunda Avenue | Floribunda Avenue |
| East Link                 | Oak Grove Avenue | Oak Grove Avenue | N/A               | Floribunda Avenue |
| TIME                      | PM               | PM               | PM                | PM                |
| Eastbound                 | Eastbound        | Eastbound        | Eastbound         | Eastbound         |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 23               | 189               | 0                 |
| TH                        |                  | 137              | 118               | 0                 |
| RT                        |                  | 21               | 52                | 0                 |
| <b>TOTAL</b>              |                  | <b>181</b>       | <b>359</b>        | <b>0</b>          |
| Westbound                 | Westbound        | Westbound        | Westbound         | Westbound         |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 214              | 21                | 21                |
| TH                        |                  | 130              | 143               | 0                 |
| RT                        |                  | 47               | 17                | 17                |
| <b>TOTAL</b>              |                  | <b>391</b>       | <b>181</b>        | <b>38</b>         |
| Southbound                | Southbound       | Southbound       | Southbound        | Southbound        |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 35               | 42                | 42                |
| TH                        |                  | 84               | 565               | 795               |
| RT                        |                  | 42               | 188               | 0                 |
| <b>TOTAL</b>              |                  | <b>161</b>       | <b>795</b>        | <b>837</b>        |
| Northbound                | Northbound       | Northbound       | Northbound        | Northbound        |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 20               | 60                | 0                 |
| TH                        |                  | 104              | 591               | 797               |
| RT                        |                  | 184              | 33                | 33                |
| <b>TOTAL</b>              |                  | <b>308</b>       | <b>684</b>        | <b>830</b>        |
| <b>WEST LINK (Total)</b>  |                  | <b>373</b>       | <b>750</b>        | <b>0</b>          |
| -WB (Leave)               |                  | 192              | 391               | 0                 |
| -EB (Approach)            |                  | 181              | 359               | 0                 |
| <b>EAST LINK (Total)</b>  |                  | <b>747</b>       | <b>374</b>        | <b>113</b>        |
| -EB (Leave)               |                  | 356              | 193               | 75                |
| -WB (Approach)            |                  | 391              | 181               | 38                |
| <b>NORTH LINK (Total)</b> |                  | <b>335</b>       | <b>1,592</b>      | <b>1,651</b>      |
| -NB (Leave)               |                  | 174              | 797               | 814               |
| -SB (Approach)            |                  | 161              | 795               | 837               |
| <b>SOUTH LINK (Total)</b> |                  | <b>627</b>       | <b>1,322</b>      | <b>1,646</b>      |
| -SB (Leave)               |                  | 319              | 638               | 816               |
| -NB (Approach)            |                  | 308              | 684               | 830               |

9  
8  
7  
17  
16  
15  
13  
12  
11  
5  
4  
3

|                           | 1     | 2     | 3     | 4     |
|---------------------------|-------|-------|-------|-------|
| 100% = Vehicle Percentage |       |       |       |       |
| Total Intersection Volume | 2,082 | 4,038 | 3,410 | 5,496 |

601 California Street

Condition #:

2 Background Conditions

AM

|                           | 1                | 2                | 3                 | 4                 |              |
|---------------------------|------------------|------------------|-------------------|-------------------|--------------|
| INTERSECTION              |                  |                  |                   |                   |              |
| North Link                | Carolan Avenue   | California Drive | California Drive  | El Camino Real    |              |
| South Link                | Carolan Avenue   | California Drive | California Drive  | El Camino Real    |              |
| West Link                 | Oak Grove Avenue | Oak Grove Avenue | Floribunda Avenue | Floribunda Avenue |              |
| East Link                 | Oak Grove Avenue | Oak Grove Avenue | N/A               | Floribunda Avenue |              |
| TIME                      | AM               | AM               | AM                | AM                |              |
| Eastbound                 | Eastbound        | Eastbound        | Eastbound         | Eastbound         |              |
| UT                        |                  |                  |                   |                   |              |
| LT                        |                  | 11               | 146               | 0                 | 96           |
| TH                        |                  | 152              | 108               | 0                 | 50           |
| RT                        |                  | 7                | 94                | 0                 | 101          |
| <b>TOTAL</b>              |                  | <b>170</b>       | <b>348</b>        | <b>0</b>          | <b>247</b>   |
| Westbound                 | Westbound        | Westbound        | Westbound         | Westbound         |              |
| UT                        |                  |                  |                   |                   |              |
| LT                        |                  | 311              | 23                | 22                | 23           |
| TH                        |                  | 149              | 250               | 0                 | 63           |
| RT                        |                  | 127              | 38                | 38                | 61           |
| <b>TOTAL</b>              |                  | <b>587</b>       | <b>311</b>        | <b>60</b>         | <b>147</b>   |
| Southbound                | Southbound       | Southbound       | Southbound        | Southbound        |              |
| UT                        |                  |                  |                   |                   |              |
| LT                        |                  | 72               | 14                | 15                | 21           |
| TH                        |                  | 71               | 543               | 843               | 1,030        |
| RT                        |                  | 24               | 286               | 0                 | 106          |
| <b>TOTAL</b>              |                  | <b>167</b>       | <b>843</b>        | <b>858</b>        | <b>1,157</b> |
| Northbound                | Northbound       | Northbound       | Northbound        | Northbound        |              |
| UT                        |                  |                  |                   |                   |              |
| LT                        |                  | 16               | 116               | 0                 | 63           |
| TH                        |                  | 107              | 658               | 827               | 953          |
| RT                        |                  | 209              | 52                | 52                | 11           |
| <b>TOTAL</b>              |                  | <b>332</b>       | <b>826</b>        | <b>879</b>        | <b>1,027</b> |
| <b>WEST LINK (Total)</b>  |                  | <b>359</b>       | <b>1,000</b>      | <b>0</b>          | <b>479</b>   |
| -WB (Leave)               |                  | 189              | 652               | 0                 | 232          |
| -EB (Approach)            |                  | 170              | 348               | 0                 | 247          |
| <b>EAST LINK (Total)</b>  |                  | <b>1,020</b>     | <b>485</b>        | <b>127</b>        | <b>229</b>   |
| -EB (Leave)               |                  | 433              | 174               | 67                | 82           |
| -WB (Approach)            |                  | 587              | 311               | 60                | 147          |
| <b>NORTH LINK (Total)</b> |                  | <b>412</b>       | <b>1,685</b>      | <b>1,723</b>      | <b>2,267</b> |
| -NB (Leave)               |                  | 245              | 842               | 865               | 1,110        |
| -SB (Approach)            |                  | 167              | 843               | 858               | 1,157        |
| <b>SOUTH LINK (Total)</b> |                  | <b>721</b>       | <b>1,486</b>      | <b>1,744</b>      | <b>2,181</b> |
| -SB (Leave)               |                  | 389              | 660               | 865               | 1,154        |
| -NB (Approach)            |                  | 332              | 826               | 879               | 1,027        |

|                           | 1     | 2     | 3     | 4     |
|---------------------------|-------|-------|-------|-------|
| 100% = Vehicle Percentage |       |       |       |       |
| Total Intersection Volume | 2,512 | 4,656 | 3,594 | 5,156 |

601 California Street

Condition #:

1 2 Background Conditions 3 4 PM

| INTERSECTION              | 1                | 2                | 3                 | 4                 |
|---------------------------|------------------|------------------|-------------------|-------------------|
| North Link                | Carolan Avenue   | California Drive | California Drive  | El Camino Real    |
| South Link                | Carolan Avenue   | California Drive | California Drive  | El Camino Real    |
| West Link                 | Oak Grove Avenue | Oak Grove Avenue | Floribunda Avenue | Floribunda Avenue |
| East Link                 | Oak Grove Avenue | Oak Grove Avenue | N/A               | Floribunda Avenue |
| <b>TIME</b>               | <b>PM</b>        | <b>PM</b>        | <b>PM</b>         | <b>PM</b>         |
| Eastbound                 | Eastbound        | Eastbound        | Eastbound         | Eastbound         |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 26               | 199               | 0                 |
| TH                        |                  | 138              | 121               | 0                 |
| RT                        |                  | 21               | 52                | 0                 |
| <b>TOTAL</b>              |                  | <b>185</b>       | <b>372</b>        | <b>0</b>          |
| Westbound                 | Westbound        | Westbound        | Westbound         | Westbound         |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 240              | 21                | 21                |
| TH                        |                  | 133              | 152               | 0                 |
| RT                        |                  | 47               | 21                | 21                |
| <b>TOTAL</b>              |                  | <b>420</b>       | <b>194</b>        | <b>42</b>         |
| Southbound                | Southbound       | Southbound       | Southbound        | Southbound        |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 35               | 50                | 50                |
| TH                        |                  | 86               | 576               | 834               |
| RT                        |                  | 42               | 208               | 0                 |
| <b>TOTAL</b>              |                  | <b>163</b>       | <b>834</b>        | <b>884</b>        |
| Northbound                | Northbound       | Northbound       | Northbound        | Northbound        |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 23               | 60                | 0                 |
| TH                        |                  | 104              | 599               | 813               |
| RT                        |                  | 194              | 33                | 33                |
| <b>TOTAL</b>              |                  | <b>321</b>       | <b>692</b>        | <b>846</b>        |
| <b>WEST LINK (Total)</b>  |                  | <b>383</b>       | <b>792</b>        | <b>0</b>          |
| -WB (Leave)               |                  | 198              | 420               | 0                 |
| -EB (Approach)            |                  | 185              | 372               | 0                 |
| <b>EAST LINK (Total)</b>  |                  | <b>787</b>       | <b>398</b>        | <b>125</b>        |
| -EB (Leave)               |                  | 367              | 204               | 83                |
| -WB (Approach)            |                  | 420              | 194               | 42                |
| <b>NORTH LINK (Total)</b> |                  | <b>340</b>       | <b>1,653</b>      | <b>1,718</b>      |
| -NB (Leave)               |                  | 177              | 819               | 834               |
| -SB (Approach)            |                  | 163              | 834               | 884               |
| <b>SOUTH LINK (Total)</b> |                  | <b>668</b>       | <b>1,341</b>      | <b>1,701</b>      |
| -SB (Leave)               |                  | 347              | 649               | 855               |
| -NB (Approach)            |                  | 321              | 692               | 846               |

9  
8  
7  
17  
16  
15  
13  
12  
11  
5  
4  
3

|                           | 1     | 2     | 3     | 4     |
|---------------------------|-------|-------|-------|-------|
| 100% = Vehicle Percentage |       |       |       |       |
| Total Intersection Volume | 2,178 | 4,184 | 3,544 | 5,554 |

601 California Street

Condition #:

3

Exist+Project Conditions

AM

|                           | 1                | 2                | 3                 | 4                 |
|---------------------------|------------------|------------------|-------------------|-------------------|
| INTERSECTION              |                  |                  |                   |                   |
| North Link                | Carolan Avenue   | California Drive | California Drive  | El Camino Real    |
| South Link                | Carolan Avenue   | California Drive | California Drive  | El Camino Real    |
| West Link                 | Oak Grove Avenue | Oak Grove Avenue | Floribunda Avenue | Floribunda Avenue |
| East Link                 | Oak Grove Avenue | Oak Grove Avenue | N/A               | Floribunda Avenue |
| TIME                      | AM               | AM               | AM                | AM                |
| Eastbound                 | Eastbound        | Eastbound        | Eastbound         | Eastbound         |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 11               | 124               | 0                 |
| TH                        |                  | 150              | 94                | 0                 |
| RT                        |                  | 7                | 94                | 0                 |
| <b>TOTAL</b>              |                  | <b>168</b>       | <b>312</b>        | <b>0</b>          |
| Westbound                 | Westbound        | Westbound        | Westbound         | Westbound         |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 308              | 22                | 24                |
| TH                        |                  | 148              | 248               | 0                 |
| RT                        |                  | 127              | 31                | 33                |
| <b>TOTAL</b>              |                  | <b>583</b>       | <b>301</b>        | <b>57</b>         |
| Southbound                | Southbound       | Southbound       | Southbound        | Southbound        |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 72               | 12                | 13                |
| TH                        |                  | 71               | 538               | 831               |
| RT                        |                  | 24               | 283               | 0                 |
| <b>TOTAL</b>              |                  | <b>167</b>       | <b>833</b>        | <b>844</b>        |
| Northbound                | Northbound       | Northbound       | Northbound        | Northbound        |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 12               | 116               | 0                 |
| TH                        |                  | 104              | 650               | 805               |
| RT                        |                  | 176              | 52                | 53                |
| <b>TOTAL</b>              |                  | <b>292</b>       | <b>818</b>        | <b>858</b>        |
| <b>WEST LINK (Total)</b>  |                  | <b>352</b>       | <b>959</b>        | <b>0</b>          |
| -WB (Leave)               |                  | 184              | 647               | 0                 |
| -EB (Approach)            |                  | 168              | 312               | 0                 |
| <b>EAST LINK (Total)</b>  |                  | <b>981</b>       | <b>459</b>        | <b>123</b>        |
| -EB (Leave)               |                  | 398              | 158               | 66                |
| -WB (Approach)            |                  | 583              | 301               | 57                |
| <b>NORTH LINK (Total)</b> |                  | <b>409</b>       | <b>1,638</b>      | <b>1,682</b>      |
| -NB (Leave)               |                  | 242              | 805               | 838               |
| -SB (Approach)            |                  | 167              | 833               | 844               |
| <b>SOUTH LINK (Total)</b> |                  | <b>678</b>       | <b>1,472</b>      | <b>1,713</b>      |
| -SB (Leave)               |                  | 386              | 654               | 855               |
| -NB (Approach)            |                  | 292              | 818               | 858               |

9  
8  
7  
17  
16  
15  
13  
12  
11  
5  
4  
3

|                           | 1     | 2     | 3     | 4     |
|---------------------------|-------|-------|-------|-------|
| 100% = Vehicle Percentage |       |       |       |       |
| Total Intersection Volume | 2,420 | 4,528 | 3,518 | 5,106 |



601 California Street

Condition #:

3

Exist+Project Conditions

PM

|                           | 1                | 2                | 3                 | 4                 |
|---------------------------|------------------|------------------|-------------------|-------------------|
| INTERSECTION              |                  |                  |                   |                   |
| North Link                | Carolan Avenue   | California Drive | California Drive  | El Camino Real    |
| South Link                | Carolan Avenue   | California Drive | California Drive  | El Camino Real    |
| West Link                 | Oak Grove Avenue | Oak Grove Avenue | Floribunda Avenue | Floribunda Avenue |
| East Link                 | Oak Grove Avenue | Oak Grove Avenue | N/A               | Floribunda Avenue |
| TIME                      | PM               | PM               | PM                | PM                |
| Eastbound                 | Eastbound        | Eastbound        | Eastbound         | Eastbound         |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 23               | 190               | 0                 |
| TH                        |                  | 137              | 118               | 0                 |
| RT                        |                  | 21               | 52                | 0                 |
| <b>TOTAL</b>              |                  | <b>181</b>       | <b>360</b>        | <b>0</b>          |
| Westbound                 | Westbound        | Westbound        | Westbound         | Westbound         |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 214              | 21                | 22                |
| TH                        |                  | 130              | 143               | 0                 |
| RT                        |                  | 47               | 17                | 18                |
| <b>TOTAL</b>              |                  | <b>391</b>       | <b>181</b>        | <b>40</b>         |
| Southbound                | Southbound       | Southbound       | Southbound        | Southbound        |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 35               | 42                | 44                |
| TH                        |                  | 84               | 566               | 795               |
| RT                        |                  | 42               | 189               | 0                 |
| <b>TOTAL</b>              |                  | <b>161</b>       | <b>797</b>        | <b>839</b>        |
| Northbound                | Northbound       | Northbound       | Northbound        | Northbound        |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 20               | 60                | 0                 |
| TH                        |                  | 104              | 592               | 797               |
| RT                        |                  | 185              | 33                | 35                |
| <b>TOTAL</b>              |                  | <b>309</b>       | <b>685</b>        | <b>832</b>        |
| <b>WEST LINK (Total)</b>  |                  | <b>373</b>       | <b>752</b>        | <b>0</b>          |
| -WB (Leave)               |                  | 192              | 392               | 0                 |
| -EB (Approach)            |                  | 181              | 360               | 0                 |
| <b>EAST LINK (Total)</b>  |                  | <b>748</b>       | <b>374</b>        | <b>119</b>        |
| -EB (Leave)               |                  | 357              | 193               | 79                |
| -WB (Approach)            |                  | 391              | 181               | 40                |
| <b>NORTH LINK (Total)</b> |                  | <b>335</b>       | <b>1,596</b>      | <b>1,654</b>      |
| -NB (Leave)               |                  | 174              | 799               | 815               |
| -SB (Approach)            |                  | 161              | 797               | 839               |
| <b>SOUTH LINK (Total)</b> |                  | <b>628</b>       | <b>1,324</b>      | <b>1,649</b>      |
| -SB (Leave)               |                  | 319              | 639               | 817               |
| -NB (Approach)            |                  | 309              | 685               | 832               |

9  
8  
7  
17  
16  
15  
13  
12  
11  
5  
4  
3

|                           | 1     | 2     | 3     | 4     |
|---------------------------|-------|-------|-------|-------|
| 100% = Vehicle Percentage |       |       |       |       |
| Total Intersection Volume | 2,084 | 4,046 | 3,422 | 5,506 |

601 California Street

Condition #:

1      4      2      3      4      AM

| INTERSECTION              | 1                | 2                | 3                 | 4                 |
|---------------------------|------------------|------------------|-------------------|-------------------|
| North Link                | Carolan Avenue   | California Drive | California Drive  | El Camino Real    |
| South Link                | Carolan Avenue   | California Drive | California Drive  | El Camino Real    |
| West Link                 | Oak Grove Avenue | Oak Grove Avenue | Floribunda Avenue | Floribunda Avenue |
| East Link                 | Oak Grove Avenue | Oak Grove Avenue | N/A               | Floribunda Avenue |
| <b>TIME</b>               | <b>AM</b>        | <b>AM</b>        | <b>AM</b>         | <b>AM</b>         |
| Eastbound                 | Eastbound        | Eastbound        | Eastbound         | Eastbound         |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 11               | 146               | 0                 |
| TH                        |                  | 152              | 108               | 0                 |
| RT                        |                  | 7                | 94                | 0                 |
| <b>TOTAL</b>              |                  | <b>170</b>       | <b>348</b>        | <b>0</b>          |
| Westbound                 | Westbound        | Westbound        | Westbound         | Westbound         |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 312              | 23                | 24                |
| TH                        |                  | 149              | 250               | 0                 |
| RT                        |                  | 127              | 38                | 40                |
| <b>TOTAL</b>              |                  | <b>588</b>       | <b>311</b>        | <b>64</b>         |
| Southbound                | Southbound       | Southbound       | Southbound        | Southbound        |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 72               | 14                | 16                |
| TH                        |                  | 71               | 544               | 843               |
| RT                        |                  | 24               | 287               | 0                 |
| <b>TOTAL</b>              |                  | <b>167</b>       | <b>845</b>        | <b>859</b>        |
| Northbound                | Northbound       | Northbound       | Northbound        | Northbound        |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 16               | 116               | 0                 |
| TH                        |                  | 107              | 658               | 827               |
| RT                        |                  | 209              | 52                | 53                |
| <b>TOTAL</b>              |                  | <b>332</b>       | <b>826</b>        | <b>880</b>        |
| <b>WEST LINK (Total)</b>  |                  | <b>359</b>       | <b>1,001</b>      | <b>0</b>          |
| -WB (Leave)               |                  | 189              | 653               | 0                 |
| -EB (Approach)            |                  | 170              | 348               | 0                 |
| <b>EAST LINK (Total)</b>  |                  | <b>1,021</b>     | <b>485</b>        | <b>133</b>        |
| -EB (Leave)               |                  | 433              | 174               | 69                |
| -WB (Approach)            |                  | 588              | 311               | 64                |
| <b>NORTH LINK (Total)</b> |                  | <b>412</b>       | <b>1,687</b>      | <b>1,726</b>      |
| -NB (Leave)               |                  | 245              | 842               | 867               |
| -SB (Approach)            |                  | 167              | 845               | 859               |
| <b>SOUTH LINK (Total)</b> |                  | <b>722</b>       | <b>1,487</b>      | <b>1,747</b>      |
| -SB (Leave)               |                  | 390              | 661               | 867               |
| -NB (Approach)            |                  | 332              | 826               | 880               |

9  
8  
7  
17  
16  
15  
13  
12  
11  
5  
4  
3

|                           | 1     | 2     | 3     | 4     |
|---------------------------|-------|-------|-------|-------|
| 100% = Vehicle Percentage |       |       |       |       |
| Total Intersection Volume | 2,514 | 4,660 | 3,606 | 5,162 |

601 California Street

Condition #:

4 Bkgrd+Project Conditions

PM

|                           | 1                | 2                | 3                 | 4                 |       |
|---------------------------|------------------|------------------|-------------------|-------------------|-------|
| INTERSECTION              |                  |                  |                   |                   |       |
| North Link                | Carolan Avenue   | California Drive | California Drive  | El Camino Real    |       |
| South Link                | Carolan Avenue   | California Drive | California Drive  | El Camino Real    |       |
| West Link                 | Oak Grove Avenue | Oak Grove Avenue | Floribunda Avenue | Floribunda Avenue |       |
| East Link                 | Oak Grove Avenue | Oak Grove Avenue | N/A               | Floribunda Avenue |       |
| TIME                      | PM               | PM               | PM                | PM                |       |
| Eastbound                 | Eastbound        | Eastbound        | Eastbound         | Eastbound         |       |
| UT                        |                  |                  |                   |                   |       |
| LT                        |                  | 26               | 200               | 0                 | 94    |
| TH                        |                  | 138              | 121               | 0                 | 53    |
| RT                        |                  | 21               | 52                | 0                 | 96    |
| <b>TOTAL</b>              | <b>185</b>       | <b>373</b>       | <b>0</b>          | <b>243</b>        |       |
| Westbound                 | Westbound        | Westbound        | Westbound         | Westbound         |       |
| UT                        |                  |                  |                   |                   |       |
| LT                        |                  | 240              | 21                | 22                | 21    |
| TH                        |                  | 133              | 152               | 0                 | 69    |
| RT                        |                  | 47               | 21                | 22                | 61    |
| <b>TOTAL</b>              | <b>420</b>       | <b>194</b>       | <b>44</b>         | <b>151</b>        |       |
| Southbound                | Southbound       | Southbound       | Southbound        | Southbound        |       |
| UT                        |                  |                  |                   |                   |       |
| LT                        |                  | 35               | 50                | 52                | 17    |
| TH                        |                  | 86               | 577               | 834               | 1,041 |
| RT                        |                  | 42               | 209               | 0                 | 110   |
| <b>TOTAL</b>              | <b>163</b>       | <b>836</b>       | <b>886</b>        | <b>1,168</b>      |       |
| Northbound                | Northbound       | Northbound       | Northbound        | Northbound        |       |
| UT                        |                  |                  |                   |                   |       |
| LT                        |                  | 23               | 60                | 0                 | 42    |
| TH                        |                  | 104              | 600               | 813               | 1,136 |
| RT                        |                  | 195              | 33                | 35                | 42    |
| <b>TOTAL</b>              | <b>322</b>       | <b>693</b>       | <b>848</b>        | <b>1,220</b>      |       |
| <b>WEST LINK (Total)</b>  | <b>383</b>       | <b>794</b>       | <b>0</b>          | <b>464</b>        |       |
| -WB (Leave)               | 198              | 421              | 0                 | 221               |       |
| -EB (Approach)            | 185              | 373              | 0                 | 243               |       |
| <b>EAST LINK (Total)</b>  | <b>788</b>       | <b>398</b>       | <b>131</b>        | <b>263</b>        |       |
| -EB (Leave)               | 368              | 204              | 87                | 112               |       |
| -WB (Approach)            | 420              | 194              | 44                | 151               |       |
| <b>NORTH LINK (Total)</b> | <b>340</b>       | <b>1,657</b>     | <b>1,721</b>      | <b>2,459</b>      |       |
| -NB (Leave)               | 177              | 821              | 835               | 1,291             |       |
| -SB (Approach)            | 163              | 836              | 886               | 1,168             |       |
| <b>SOUTH LINK (Total)</b> | <b>669</b>       | <b>1,343</b>     | <b>1,704</b>      | <b>2,378</b>      |       |
| -SB (Leave)               | 347              | 650              | 856               | 1,158             |       |
| -NB (Approach)            | 322              | 693              | 848               | 1,220             |       |

|                           | 1     | 2     | 3     | 4     |
|---------------------------|-------|-------|-------|-------|
| 100% = Vehicle Percentage |       |       |       |       |
| Total Intersection Volume | 2,180 | 4,192 | 3,556 | 5,564 |

601 California Street

Condition #:

5

Bkgrd+Both Project Conditions

AM

|                           | 1                | 2                | 3                 | 4                 |
|---------------------------|------------------|------------------|-------------------|-------------------|
| INTERSECTION              |                  |                  |                   |                   |
| North Link                | Carolan Avenue   | California Drive | California Drive  | El Camino Real    |
| South Link                | Carolan Avenue   | California Drive | California Drive  | El Camino Real    |
| West Link                 | Oak Grove Avenue | Oak Grove Avenue | Floribunda Avenue | Floribunda Avenue |
| East Link                 | Oak Grove Avenue | Oak Grove Avenue | N/A               | Floribunda Avenue |
| TIME                      | AM               | AM               | AM                | AM                |
| Eastbound                 | Eastbound        | Eastbound        | Eastbound         | Eastbound         |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 11               | 146               | 0                 |
| TH                        |                  | 152              | 108               | 0                 |
| RT                        |                  | 7                | 94                | 0                 |
| <b>TOTAL</b>              |                  | <b>170</b>       | <b>348</b>        | <b>0</b>          |
| Westbound                 | Westbound        | Westbound        | Westbound         | Westbound         |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 313              | 25                | 24                |
| TH                        |                  | 149              | 251               | 0                 |
| RT                        |                  | 127              | 41                | 40                |
| <b>TOTAL</b>              |                  | <b>589</b>       | <b>317</b>        | <b>64</b>         |
| Southbound                | Southbound       | Southbound       | Southbound        | Southbound        |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 72               | 15                | 16                |
| TH                        |                  | 71               | 544               | 844               |
| RT                        |                  | 24               | 287               | 0                 |
| <b>TOTAL</b>              |                  | <b>167</b>       | <b>846</b>        | <b>860</b>        |
| Northbound                | Northbound       | Northbound       | Northbound        | Northbound        |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 16               | 116               | 0                 |
| TH                        |                  | 107              | 658               | 830               |
| RT                        |                  | 209              | 53                | 53                |
| <b>TOTAL</b>              |                  | <b>332</b>       | <b>827</b>        | <b>883</b>        |
| <b>WEST LINK (Total)</b>  |                  | <b>359</b>       | <b>1,002</b>      | <b>0</b>          |
| -WB (Leave)               |                  | 189              | 654               | 0                 |
| -EB (Approach)            |                  | 170              | 348               | 0                 |
| <b>EAST LINK (Total)</b>  |                  | <b>1,022</b>     | <b>493</b>        | <b>133</b>        |
| -EB (Leave)               |                  | 433              | 176               | 69                |
| -WB (Approach)            |                  | 589              | 317               | 64                |
| <b>NORTH LINK (Total)</b> |                  | <b>412</b>       | <b>1,691</b>      | <b>1,730</b>      |
| -NB (Leave)               |                  | 245              | 845               | 870               |
| -SB (Approach)            |                  | 167              | 846               | 860               |
| <b>SOUTH LINK (Total)</b> |                  | <b>723</b>       | <b>1,490</b>      | <b>1,751</b>      |
| -SB (Leave)               |                  | 391              | 663               | 868               |
| -NB (Approach)            |                  | 332              | 827               | 883               |

|                           | 1     | 2     | 3     | 4     |
|---------------------------|-------|-------|-------|-------|
| 100% = Vehicle Percentage |       |       |       |       |
| Total Intersection Volume | 2,516 | 4,676 | 3,614 | 5,166 |

9  
8  
7  
17  
16  
15  
13  
12  
11  
5  
4  
3

601 California Street

Condition #:

5

Bkgrd+Both Project Conditions

PM

1 2 3 4

| INTERSECTION              |                  |                  |                   |                   |
|---------------------------|------------------|------------------|-------------------|-------------------|
| North Link                | Carolan Avenue   | California Drive | California Drive  | El Camino Real    |
| South Link                | Carolan Avenue   | California Drive | California Drive  | El Camino Real    |
| West Link                 | Oak Grove Avenue | Oak Grove Avenue | Floribunda Avenue | Floribunda Avenue |
| East Link                 | Oak Grove Avenue | Oak Grove Avenue | N/A               | Floribunda Avenue |
| <b>TIME</b>               | <b>PM</b>        | <b>PM</b>        | <b>PM</b>         | <b>PM</b>         |
| Eastbound                 | Eastbound        | Eastbound        | Eastbound         | Eastbound         |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 26               | 200               | 0                 |
| TH                        |                  | 138              | 122               | 0                 |
| RT                        |                  | 21               | 52                | 0                 |
| <b>TOTAL</b>              |                  | <b>185</b>       | <b>374</b>        | <b>0</b>          |
| Westbound                 | Westbound        | Westbound        | Westbound         | Westbound         |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 240              | 22                | 22                |
| TH                        |                  | 133              | 152               | 0                 |
| RT                        |                  | 47               | 22                | 22                |
| <b>TOTAL</b>              |                  | <b>420</b>       | <b>196</b>        | <b>44</b>         |
| Southbound                | Southbound       | Southbound       | Southbound        | Southbound        |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 35               | 53                | 52                |
| TH                        |                  | 86               | 577               | 837               |
| RT                        |                  | 42               | 209               | 0                 |
| <b>TOTAL</b>              |                  | <b>163</b>       | <b>839</b>        | <b>889</b>        |
| Northbound                | Northbound       | Northbound       | Northbound        | Northbound        |
| UT                        |                  |                  |                   |                   |
| LT                        |                  | 23               | 60                | 0                 |
| TH                        |                  | 104              | 600               | 813               |
| RT                        |                  | 196              | 35                | 35                |
| <b>TOTAL</b>              |                  | <b>323</b>       | <b>695</b>        | <b>848</b>        |
| <b>WEST LINK (Total)</b>  |                  | <b>383</b>       | <b>795</b>        | <b>0</b>          |
| -WB (Leave)               |                  | 198              | 421               | 0                 |
| -EB (Approach)            |                  | 185              | 374               | 0                 |
| <b>EAST LINK (Total)</b>  |                  | <b>789</b>       | <b>406</b>        | <b>131</b>        |
| -EB (Leave)               |                  | 369              | 210               | 87                |
| -WB (Approach)            |                  | 420              | 196               | 44                |
| <b>NORTH LINK (Total)</b> |                  | <b>340</b>       | <b>1,661</b>      | <b>1,724</b>      |
| -NB (Leave)               |                  | 177              | 822               | 835               |
| -SB (Approach)            |                  | 163              | 839               | 889               |
| <b>SOUTH LINK (Total)</b> |                  | <b>670</b>       | <b>1,346</b>      | <b>1,707</b>      |
| -SB (Leave)               |                  | 347              | 651               | 859               |
| -NB (Approach)            |                  | 323              | 695               | 848               |

9  
8  
7  
17  
16  
15  
13  
12  
11  
5  
4  
3

|                           |       |       |       |       |
|---------------------------|-------|-------|-------|-------|
| 100% = Vehicle Percentage | 1     | 2     | 3     | 4     |
| Total Intersection Volume | 2,182 | 4,208 | 3,562 | 5,570 |